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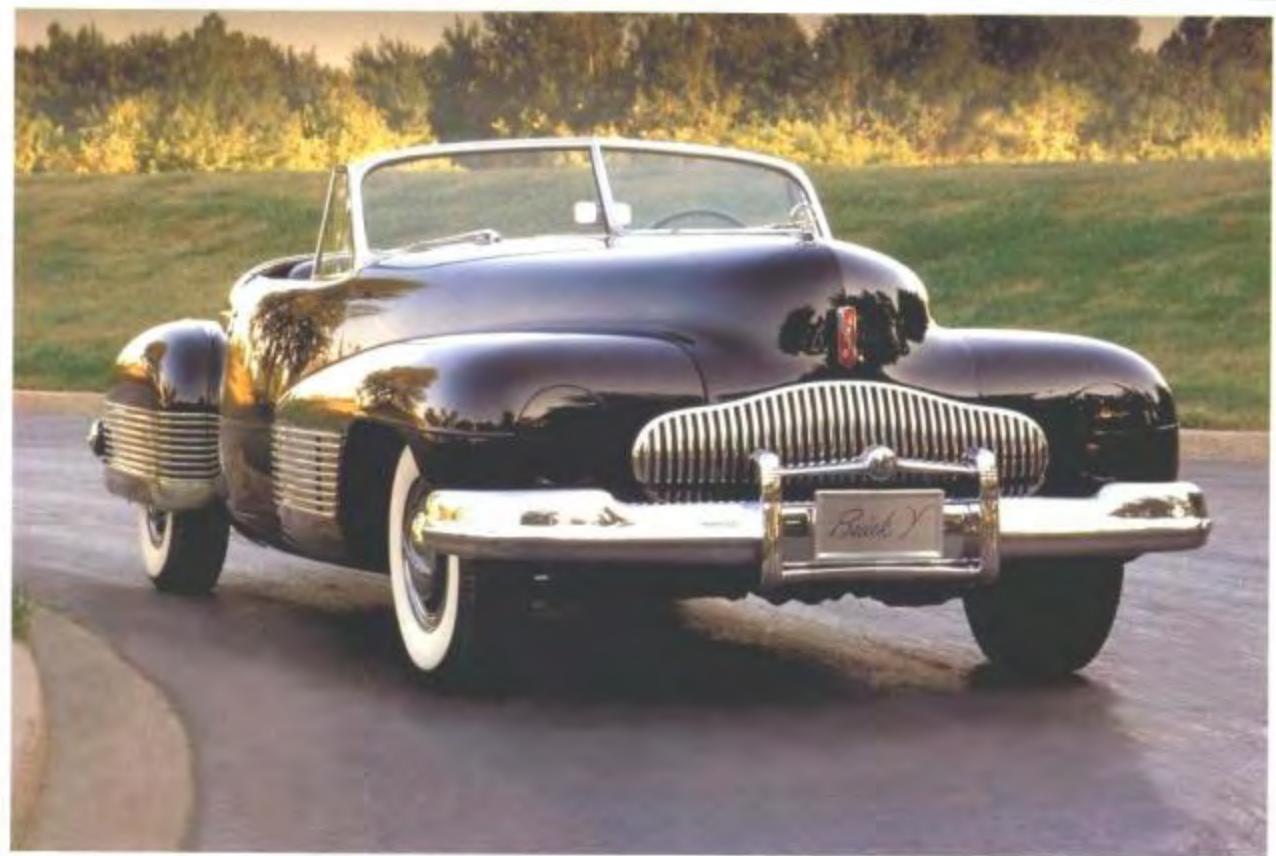
1937 *Buick* 1938

TORQUE TUBE

THE INTERNATIONAL NEWS PUBLICATION
FOR MEMBERS OF THE 1937-1938 BUICK CLUB

VOLUME XXII • NUMBER 5 • MAY/JUNE • 2004

The 1938 "Y-Job" Pg. 5



TORQUE TUBE

EDITOR

MARK JORDAN #1297



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TORQUE TUBE



9TH CYLINDER



Summer is approaching and I hope you are all getting your cars in order for some fun road trips and parades. Please keep in mind that I love pictures, so snap away and send in your favorite shots for our next calendar. Above is a great old picture sent in by Jose Pardo (#558) of a 1938 Buick at a Simons drive-in restaurant: this is how I picture summer days.

There continues to be a great response to our new look. Also I've had positive responses from our members on certain projects such as the web site and the license plate badges. I thank all of you for your support.

Unfortunately, I've had to put a few of these projects on hold for a while because, at the end of April, I fell off my roof and broke my leg. Getting around is tough and all I can really work on right now is the magazine. I'm also not sure if I will be able to make the 2004 National Meet either. Don't worry—in a couple of months I will be back up to speed!

Paul DeLucchi (#1246) called to my attention this rare item on ebay: a nickel-plated Buick Balloon Tire Gauge by Schrader, circa 1937, with the original leather case. The winning bid was \$107.50.





Steve King and his wife Pat (#776) recently went on a 2000-mile, ten-day trip to New Orleans via the Natchez Trace, traveling mostly on two-lane roads. While in Natchez, MS, he encountered the Delta Queen docked overnight on the Mississippi River. While in New Orleans, the Kings stopped by to visit Danny and Brenda Vincens (#1359) and Frank and

Marcia Marengo (#918).

The Kings didn't have any mechanical problems with their 1937-47 named "Buehla," on the trip. On a funny note, they were asked several times if they were driving a Rolls Royce. So enjoy the pictures. They look great! Thank you Steve and Pat for sharing your trip with us!



OWNER IDENTIFICATION CARD

This is to certify that



took delivery of Buick car, Model _____

from _____

on _____ (date)

Owner's Signature _____
 and is entitled to receive PROMPT, EFFICIENT and COURTEOUS service from ANY AUTHORIZED BUICK SERVICE STATION. Upon presentation of this card is also entitled to receive service in accordance with the terms of the Standard Buick Owners Service Policy.

Original

Gene McCoy (#573) came across some reproduction owner identification cards at a car show. They are a little different from the original, but they work. If you would like one, he has a few extras for sale at \$2.50 each, including postage. Please contact him at (516) 354-0210. Above, you can compare the differences between the two cars.

Ronald Carter (#1724) sent me some before and after restoration photos of his 1938 Century, and I must say it sure has come a long way. Nice work!

Ronn Pittman (#1188) went on a road trip down Route 66 recently, but it wasn't in his Buick. Before he left, he found a great old picture of a motel named the Cool Springs, located

OWNER IDENTIFICATION CARD

This is to certify that



took delivery of Buick car, Model _____

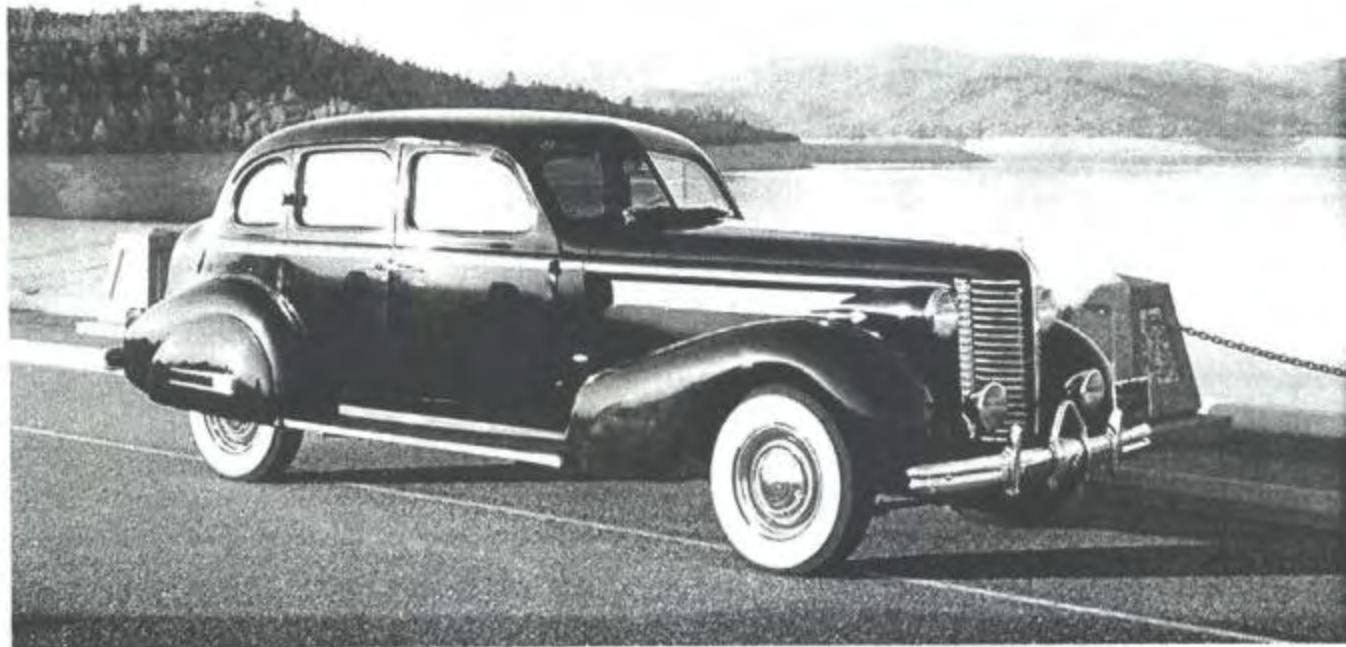
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Reproduction

on the east side of the Black Mountains in western Arizona. If you look you can see a 1938 Buick in the old shot. When Ronn





actually took his trip, he found that the motel is still partially standing, so he took this additional shot of how it looks today.

In the past couple of months I've received questions concerning the striping on the wheels. I have decided to reprint an article by Joe Ambrose (#985), Bill Olsen (#427) and Hugh Patterson (#300) so all of our new members can

get caught up on this important detail. In addition, I've included a chart that indicates the correct color of the stripe for the color of your car. I hope this helps everyone.

Mark Garcia (#1390) recently drove to Half Moon Bay, CA, with his Hot Rod buddies to visit the Dream Machines show, featuring WWII single-seat fighter planes. The planes flew for several hours, in pairs and solo. It was a good show, with a lot of vehicles, planes, hot rods, WWII military vehicles, and stationary engines. Below is Mark's 1938 next to a few of the planes.

In the meantime, I'm going to spend my time recovering from my fall and do my best to make it to the 2004 National Meet, in Plano, TX. Just in case I don't make it and you do, please take a lot of pictures for me, so I can publish them in the next Torque Tube.

Cheers,

Mark



Why the “Y-Job”

Harley Earl and the Buick Dream Car

by Albert Mroz

Published with permission from www.prewarbuick.com

One of the most famous concept cars, or styling exercises, was Buick's Y-Job. The obvious question was "Why the Y-Job? Why go to all the trouble of creating a prototype that would never go into production?" This experiment in design came about largely at the impetus of a General Motors styling manager — and eventually vice president at GM — by the name of Harley Earl.

Harley Earl's Y-job represented a whole new approach to automotive design.

Harley Earl had the fortune of being the son of J.W. Earl, a coach and wagon builder since 1899. The Earl family resided in Los Angeles, California. J.W. Earl's first horse-drawn wagons were sold to local Mexican farmers who used them in their agricultural work in the "valley of smoke" as the Indians called it. But in 1911 the Horsley Brothers rented an abandoned

tavern on Sunset Blvd. at Gower and began making moving pictures using actors. According to historian Stephen Bailey, the Earl Automobile Works offered custom-built bodies for cars and trucks to the Hollywood crowd, as well as fuselages for the Glen L. Martin Company, a pioneer in the California aerospace industry.

J.W. Earl's designs were known for their sculpted look, and by 1918 the company was building entire vehicles, not just bodies. One of the Earl Company's important customers was Don Lee, a distributor for Cadillac. In 1919 Don Lee bought the Earl Automobile Works. According to General Motors President Alfred P. Sloan's memoirs, Harley

Earl was hired as a consultant to the Fisher Cadillac Division in 1926, and was soon put to work designing the new LaSalle, to debut the following March. This new marque, with its "flying wing" fenders and low, long appearance, "...was the first stylist's car to achieve success in mass production," according to Sloan.



In June of 1927 Alfred Sloan announced that he was creating a special, new department at General Motors. For lack of a better term, he called it "The Art and Colour Section" and placed Harley Earl at its head. The new department started out with fifty people (this was GM after all; eventually it grew to about 1400). Earl's next well-known design was the disastrous "pregnant Buick" of 1929. The engineering and production department had altered the design's proportions. Sloan reacted dryly, "Consumers could be prepared by measured steps for more radical changes in styling." But Earl refused to take blame for the 1929 Buick.

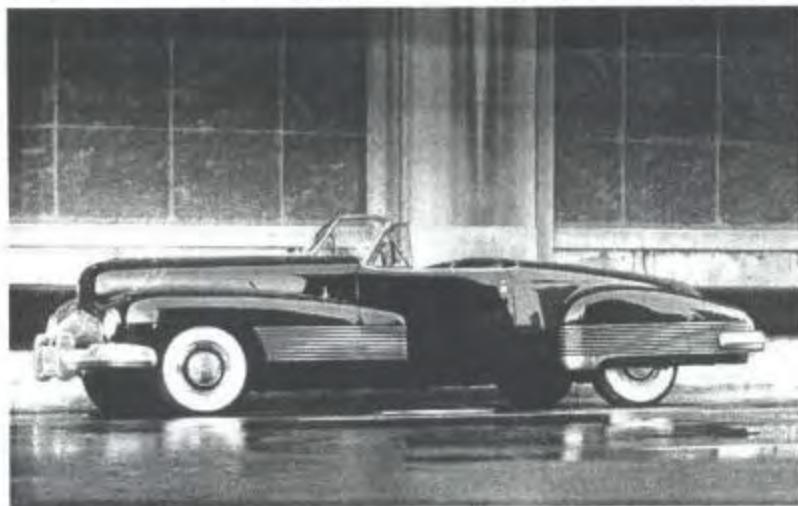
The Great Depression began the following year, and competition among car builders became intense as each vied for the last dollar that buyers were able to spend on any new motorcar. Pizzazz and flash became the methods of attracting new customers. And so by 1937 Harley Earl, his credentials established, decided to create a "concept car" to test the

waters of public opinion and try out some new details and elements as well as gizmos of the most modern automotive design. The Art and Colour Section became The Styling Department.

The Y-Job was to be a dream car that would evaluate public taste. As with almost all Harley Earl designs, someone else actually did the drawing — in this case GM stylist George Snyder. The two-seater sports car was based on a standard Buick chassis, stretched to two inches short

of twenty feet, riding on coil springs. The finished car was just 58 inches high — less than 5 feet! — at the top of the windshield. The 141 hp of Buick's 320 cid engine was restrained by a braking system that used bladders instead of wheel cylinders.

The Y-job's streamlined shape echoed elements seen in Chrysler's Airflow design, in its integrated forms and flush seams of the sheet metal. Displaying Buick's first Buick's "bombsight" hood ornament, the car featured electric doors and





windows and a hidden, power-operated electric convertible top. Power-operated concealed headlights, "recessed" tail lamps, flush door handles and a pop-out decklid handle, all contributed to the ultra-slippery impression. Running boards were history of course, and bumpers were closely wrapped around the bodywork. GM's first horizontal radiator grille was inspired by the Mercedes W154 Grand Prix racing car. And then-unheard-of thirteen-inch wheels made the car look even longer and lower than it already was.

At a time when car shows did not display 'concept cars,' Harley Earl used the Y-Job dream car as his personal transportation and got lots of attention that way. It was shown to the general public after W.W. II.

Harley Earl went on to become a vice president of GM. His innovations included the use of full-size clay models. He supervised five car design studios, one for each GM division, as well as twelve special studios. He himself did no design work or drawing; Earl merely prodded his designers and draftsmen to work in certain directions.

Earl had an office called the "hatchery" where his ideas came to him. The room was completely blacked out, without a telephone and had a fictitious name on the door so that he would not be disturbed or interrupted. Author Stephen Bayley noted, "Earl conducted the design process with a mixture of discretion, emotional violence and bizarrie." He once sug-

gested to executives of US Steel that they should develop a transparent metal. Occasionally, upon making such outlandish suggestions, Earl would look around the room at his design team and state, "If you disagree stand up so we can all get a look at the son of a bitch."

Certain features of the 1937/1938 Buick Y-Job turned up in production cars for the next two decades. However, the first production car with power-operated hidden headlights was the

1937 Cord, so Earl may have been inspired by the radical design of that car. The next production auto to have such headlights was the 1942 DeSoto. The power-operated convertible top that hid in the hinged metal boot



was copied later by Ford, so Earl's Y-Job influenced not only GM cars but other makes as well.

After announcing his retirement from GM in December of 1959, Harley Earl concluded his industrial design philosophy this way: "You will never know what the industrial products of the future will be like, but the secret is to keep trying to find out...I'd rather try crossing a river on a path of bobbing soap cakes than make predictions about the car of tomorrow. The footing would be far safer."

Here's a literal answer to the title question, Why the Y-Job? Why DID they call it that? Simply, most experimental cars were tagged with "X", sometimes along with a name or number, and so just for different Earl decided to use the letter Y. **7**

Nineteen thirty-eight was in many ways a year of invention. The innovations discovered, released, or promoted that year — Teflon, Nylon, photocopying and the ball-point pen — are so common today that we rarely think much about them.

Teflon, the now ubiquitous non-stick coating for kitchen cookware, was discovered accidentally by DuPont scientist Roy Plunkett. Plunkett had been investigating refrigerating gases. One day he opened an experimental container and found that the gases were gone. In their place he discovered a resin that was extremely slippery and resistant to heat. Although Teflon's kitchen uses would not be exploited until the 1960s, it proved useful in the 1940s in a more urgent undertaking — the Manhattan Project.

Of far more commercial import for DuPont than Teflon that year was Nylon. The company had been working with the synthetic fiber for years. Now, in 1938, it was ready for market. Dr. West's Miracle Tuft Toothbrush, with Nylon bristles, was first marketed in Arlington, New Jersey, in October. Nylon would be widely used in World War II, and of course Nylon stockings gave American G.I.s an edge — along with Hershey's chocolate bars and Wrigley's chewing gum — over Allied and Axis rivals alike in the world war of romance.

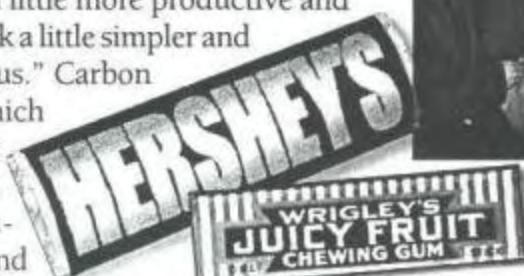
But DuPont engineers weren't the only ones on a roll in 1938. Engineer Chester Carlson was busy, too. He wanted, he later said, "To make office workers a little more productive and office work a little simpler and less tedious." Carbon paper, which typists used to make duplicates and

1938 A YEAR IN REVIEW

by Michael Mattis



Chester Carlson



Nylon Stockings

triplicates of their documents, was messy at best and counterproductive at worst. Carlson called his invention — a machine that could take as many snapshots of a given document as desired — "electrophotography." The invention finally made its commercial debut in 1959, as the first plain paper copier, or Xerox machine.

Hungarian Lazslo Biro is considered the inventor of the ball-point pen. A journalist,

Biro noticed that the ink used for newsprint dried more quickly than the smudge-prone ink used in fountain pens. He found, however, that newsprint ink was too thick to flow well through the a fountain pen's nib. So in 1938 he devised a pen with a tiny ball roller that smoothly deposited ink on paper. But Biro had little time to celebrate his invention.

Throughout the 1930s, Hungary's government had been cozying up to Hitler's Nazi government in Germany, and Biro was Jewish. He fled Hungary for Paris the day before his country enacted harsh anti-Semitic laws. Biro later fled Paris for Argentina.

But the most profound innovation was the least known, and by far the most dangerous. And it occurred in Nazi Germany. The discoverer was a chemist named Otto Hahn, who worked at the Kaiser Wilhelm Institute in Berlin (today called the Max Planck Institute).

While undertaking a set of experiments to duplicate the work of physicist Enrico Fermi, Hahn and his associates got some unexpected results. What they found, Hahn concluded later that year,

was that they had actually split the atom. Hahn called their discovery "nuclear fission." They published their results on 1939.

Some in Germany realized the import of Hahn's discovery and set about forming a group to exploit it for military purposes – to build an atom bomb. But Hahn had little sympathy for the Nazis. Luckily for the world, the German authorities allowed Hahn to quietly continue his own, peaceful studies. After the defeat of the Nazis, Hahn was brought to England where he learned that, in 1944, he had been awarded the Nobel Prize for Chemistry in absentia.

Hahn's discovery did not go entirely unnoticed in America. Alfred Einstein, who had fled the Nazis in 1933, knew Hahn's work well. He became particularly alarmed when nuclear fission was announced. He penned a letter to Franklin Delano Roosevelt, warning him of the danger and urging him to engage America's scientists in nuclear research. The Manhattan Project would begin in 1941.

As László Bíró's experience suggests, while 1938 was a bumper year for science and technology, it was also frightening year for international politics. A storm was gathering over Europe, one that would soon engulf nearly every nation on earth. The forces of fascism and totalitarianism were gathering the strength to challenge old orders and old empires.



Otto Hahn



peoples of Czechoslovakia's Sudetenland. He instructed Joseph Goebbels, his propaganda minister, to mount a media campaign designed to whip up pro-Nazi fervor among the Sudetenland's German population. It succeeded, with many Czech-Germans demanding the Sudetenland's unification with Germany.



Joseph Goebbels – third from left

Since coming to power in 1933, Hitler had prepared for war, re-arming and re-ordering, secretly at first, the German military in clandestine defiance of the Treaty of Versailles, which brought an end to the First World War and sought to limit German power. In 1935 he

felt bold enough to announce his re-armament program publicly. By 1938, Hitler was ready to move.

Banking on French and British weakness and American indifference, Hitler began his campaign to "reunite" the German Volk, and German territories, lost after his country's defeat in WWI, under the swastika. He moved swiftly, first occupying the disputed Rhineland on March 7. Six days later, on March 13, Hitler announced the annexation of Austria. His troops ready, the German army marched into the country one day later. Hitler then cast his gaze upon the German-speaking

But Czechoslovakia was an ally of both France and Russia. To avert war, the European powers held a summit in Munich. British Prime Minister Neville Chamberlain, elected the year before,

acted as mediator. An agreement was reached September 29. It ceded the Sudetenland to Germany. Chamberlain returned to Britain, waving the Munich Pact in apparent triumph. The pact, he said, would guarantee "peace in our time." That "peace" would be shattered less than a year later, when Hitler unleashed the Blitzkrieg on Poland in the fall of '39.

His power now wholly consolidated, Hitler then moved against Germany's Jewish population. The night of November 9, Goebbels unleashed his long-planned pogrom, Kristallnacht, the "night of broken glass." Nazi gangs marched through Jewish neighborhoods, breaking windows in Jewish businesses and homes. In all, more than 100 synagogues and 7,500 Jewish businesses were destroyed. Some 26,000 Jews were rounded up and sent to concentration camps. Ninety-one were killed outright.

If things were looking grim in Europe, they weren't looking much better in Asia. On March 6, the forces of the Empire of Japan had pressed their advance into China all the way to the Yellow River. That same month, Japan enacted its "General Mobilization Law" which put Japanese economic



Chamberlain

policy and industrial production on a total war footing. The law's stated purpose was to "free Asia from colonization and communism." On July 19, the Japanese army attacked the Russians at Nomonhan, on the China-Russia border. Although the attack was eventually repulsed, by December half of China's population was under Japanese control.

To take their minds off the world's troubles, Americans turned to entertainment. Disney's *Snow White and the Seven Dwarfs*

had people humming along to the tune of "Whistle While You Work." Benny Goodman and his orchestra had people swaying to the sultry Cole Porter classic, "Begin the Beguine," while Bing Crosby fans slow-danced to the crooner's, "I've Got a Pocketful of Dreams." Not to be outdone, Kate Smith eclipsed everyone, with her debut of the patriotic hymn, "God Bless America." At the movies, Americans were thrilling



Goodman



Johnny Vander Meer

Kate Smith

to Errol Flynn's swashbuckling exploits in "The Adventures of Robin Hood." In baseball, Cincinnati hurler Johnny Vander Meer became the first – and only – player to pitch two consecutive no-hitters on June 11 and 15, against the Boston Bees and the Dodgers, respectively. A lot of good it did him, as the New York Yankees finished off their trifecta in 1938, capturing their third straight World Series in a row.

But in 1938 it was from the radio that most Americans got the bulk of their information and entertainment. Across the nation, families gathered around their wireless sets to hear the latest news and enjoy the programs. Kids liked to imagine themselves as Britt Reid, young publisher of the Daily Sentinel, whose alter ego was the crime fighting superhero, The Green Hornet. The show introduced an entire generation to classical music through its theme song, "The Flight of the Bumblebee," by Rimsky-Korsakov. Grown-ups enjoyed the more sophisticated chatter of The Jack Benny Show.

More serious listeners learned the news of the day as CBS correspondent Edward R. Murrow debuted his show, *News Roundup*.

A few years later, during the London blitz, when Hitler's bombers attempted to reduce the city to scrap and bring Britain to her knees, Murrow would bring the war abroad home with each broadcast, describing the action in his trademark tense and breathless tone:



The Green Hornet with Kato



Edward R. Murrow



London Blitz



Orson Welles

"I have been walking tonight – there is a full moon, and the dirty-gray buildings appear white. The stars, the empty windows, are hidden. It's a beautiful and lonesome city where men and women and children are trying to snatch a few hours sleep underground."

Despite their isolation in 1938, events around the world did have the effect of unnerving some Americans. This tension became apparent Halloween eve. A mass panic wasn't what Orson Welles and his Mercury Theatre on the Air had intended. All they wanted to do was to dramatize, via radio, an updated version of H. G. Wells' science fiction classic, *The War of the Worlds*.

Orson Welles used eyewitness radio news broadcast techniques – techniques that sounded to ordinary listeners a lot like Herbert Morrison's account of the destruction of the Hindenburg the year before

– to describe a Martian invasion of America. Some, who had tuned in after the show began, panicked, thinking the broadcast was a real news program. People high-tailed it for the hills, hid

in cellars and even wrapped their faces in damp towels to protect themselves against the Martians' "poison gas." The event ballooned into a national scandal that caused the authorities to clamp down on future broadcasts. ■

J.B. Donaldson:

The truth behind recasting

By Torque Tube Staff
Photos by Mark Jordan
(#1297)

Your Buick's steering wheel. Sure, it's the mechanism that turns your prized vehicle around corners, guides your dreamboat into tight parking spots, and obviously allows you to steer your car down the road of dreams. Your steering wheel is more than just a simple mechanism of steering. It's also a work of art, a piece that takes time and painstaking craftsmanship to design and develop. *Torque Tube* ventured to Arizona to ask steering wheel manufacturer J.B. Donaldson about his trade, his methods in fashioning steering wheels, and his processes of coloring and rechroming.

J.B. has been in the steering wheel business for 25 years. He started recasting them for Buicks, then branched out to include Fords, Packards, Cadillacs, and other models. He is noted for his work on hot rods, but our interest lies in the creation of steering wheels for 1937 and 1938 Buicks.

There's a kind of belief system behind the steering wheels' colors. The original colors to '37 and '38 Buick steering wheels are not, as typically believed, the lighter shades of pale most people seek. "A lot of people have never seen an original Buick wheel," Donaldson eluci-

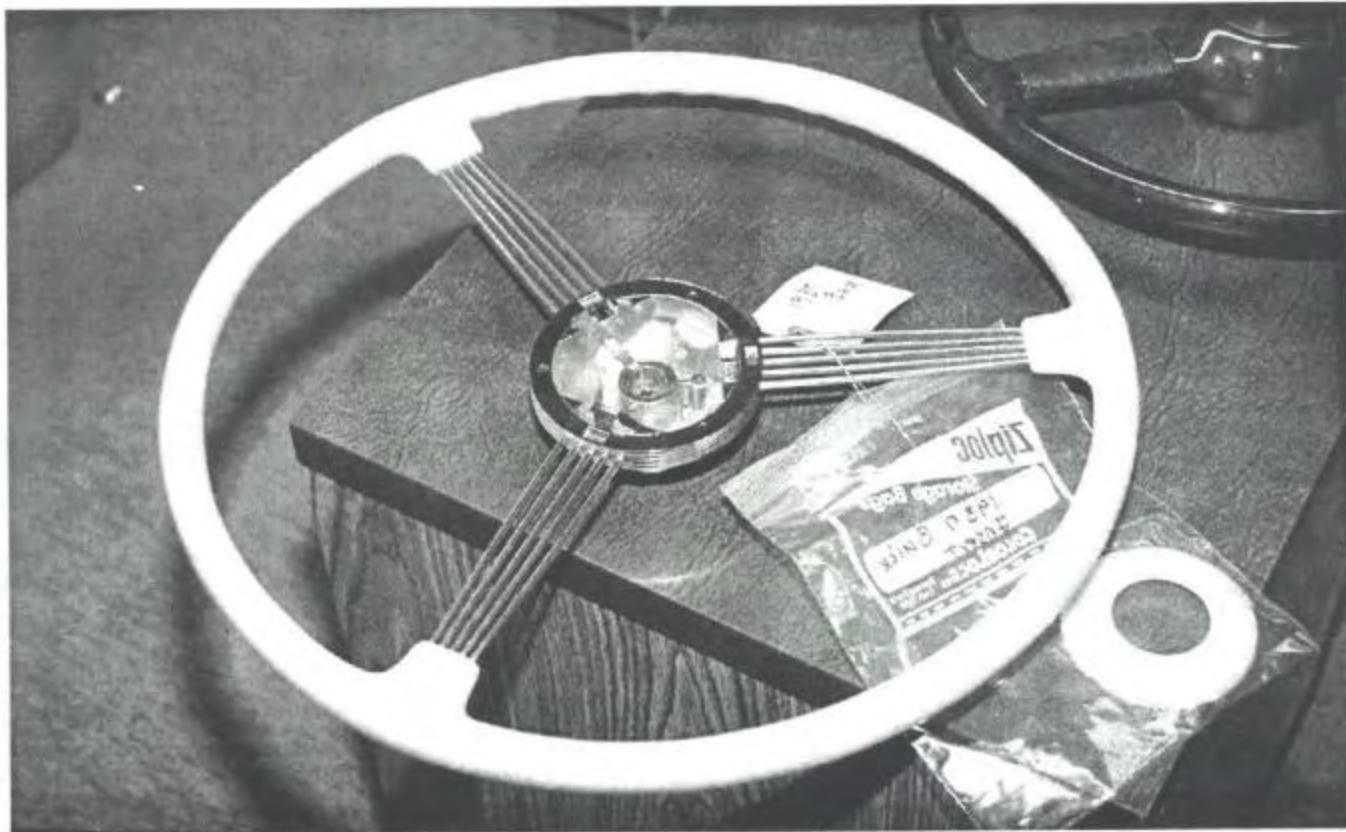


J.B. Donaldson at the front counter.

ments changed. When restorers are searching for the right colors for their steering wheels, they will not find the originals, and Donaldson states that finding a wheel to match, for example, the ivory knob on a turn signal, is nonsensical. Not only does the original colorfast coloring method no longer exist, but replacement wheels, through the years, began to vary in color. Mass production runs called for different steering wheel manufacturers, and the type of colors and pigments changed.

When sales predictions were surpassed, Buick bought their goods from out-sourced part providers. "The fact of the matter is," JB explains, "When Buick ran out of





Above: A beautifully restored '37 Buick steering wheel is ready to be shipped out.

Below: The rough plastic on a core before it is sanded and hand finished.

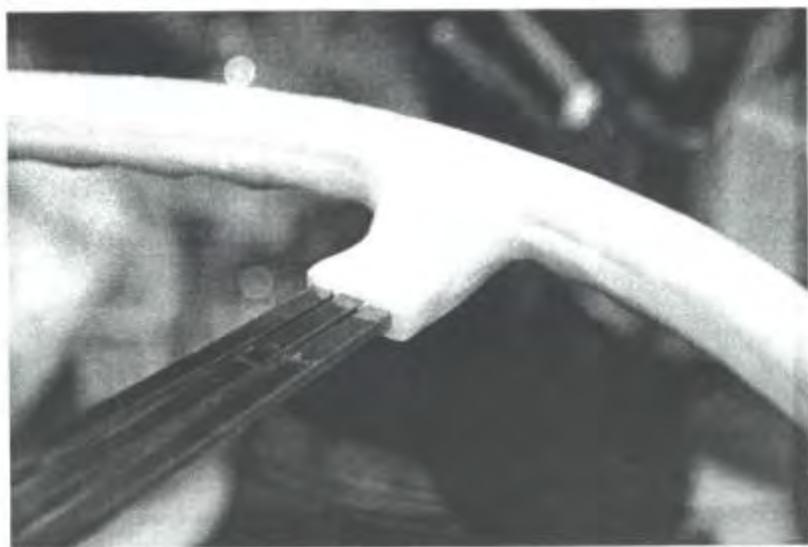
steering wheels, after the production year, they contracted several different manufacturers to replace damaged wheels of cars involved in wrecks. As demand for more steering wheels grew, Buick ended up with many different batches of steering wheels ordered from different companies. Needless to say, no batches were the same in color. Nobody cared or obsessed about the nuances of the steering wheel's color. For example, whether it was bone colored or ivory. They tried to match the knobs on the dash. Within reason some of them did, but I've never seen a '40 Buick that had never been out of the garage and so had no ultraviolet exposure whatsoever."

These days, consistency is the name of the game. "People today are used to seeing parts

in their cars look the same from car to car, model to model," Donaldson says. "When re-casting classic steering wheels today, I remain consistent with the most acceptable color and feel. We're superimposing our modern rules and feelings onto cars that were never built that way to begin with."

The time spent in recasting and finishing a steering wheel is never less than 13 hours per wheel. It's not the casting that is so time-consuming: it's the delicate process of hand-finishing. Donaldson

explains that "there's nothing we can do to speed up the process due to the hand-finishing portion. The casting isn't difficult. We use a really elastic drill that has to deal with expansion/contraction coefficients. After that, we use a machine that 'de-gasses' them. That has



a lot to do with saving time and keeps us from having to repair bubbles."

Donaldson's company is remarkably self-sufficient. They have fabricated their own colorants and created their own formulas for casting and refinishing the steering wheels. Their casting material "has tremendous elasticity in terms of coefficient expansion/contraction. The problem is that you have a steel ring expanding at one rate and plastic expanding at a different rate so that's why they crack. It's because the plastic has lost its ability to expand and contract at the same rate as the steel and cracks and breaks off. If it was off the ring you could literally tie it in a knot. But there's no other material out there that is more effective." The plastic they use also is guaranteed to last for as long as the owner owns his or her car.

The casting material has undergone years of testing and retesting until Donaldson was able to find a substance that could withstand extreme heat and bitter cold. "I would say 90 percent of the other casting materials out there will never survive those kinds of temperatures. If you don't believe me put one in a freezer like I did with some of my earlier castings. I had 60 or 70 cracks in it before I realized that not only did I have to think about the upper ex-

treme temperatures, I had to think about the lower extremes as well. That's an incredible temperature range, between 150 and -20 °F. So most of the casting materials used by other people simply won't survive it. It only takes an hour, and they crack."

As far as the manufacturing process is concerned, all steering wheels are created differently. "Every wheel is a little different. You can't take a blanket approach; you have to look at each wheel and say 'what does this guy need?' In some cases it's straightening, some you have to strip the plastic, straighten and reweld the intersections where the spokes hit the rings. Then you take the outer ring and strip it down to white metal. You have to coat it with the appropriate color, because you're looking through plastic into the ring, and if the ring is a dark color you're going to be aware of that. So you have to match the color of the ring to the casting. Then we cast it in a match dye and all the screws are cut off and then it's hand finished. Then we allow it to normalize for about a week, meaning that you don't put it in a box. If you put it in a box during the summer, it can get up to 160 °F. This is a thermal form material so it has to be so in the early stages of the cure cycle it's only about 90 percent cured. It



Donaldson finds a nice '38 steering wheel core within his collection.

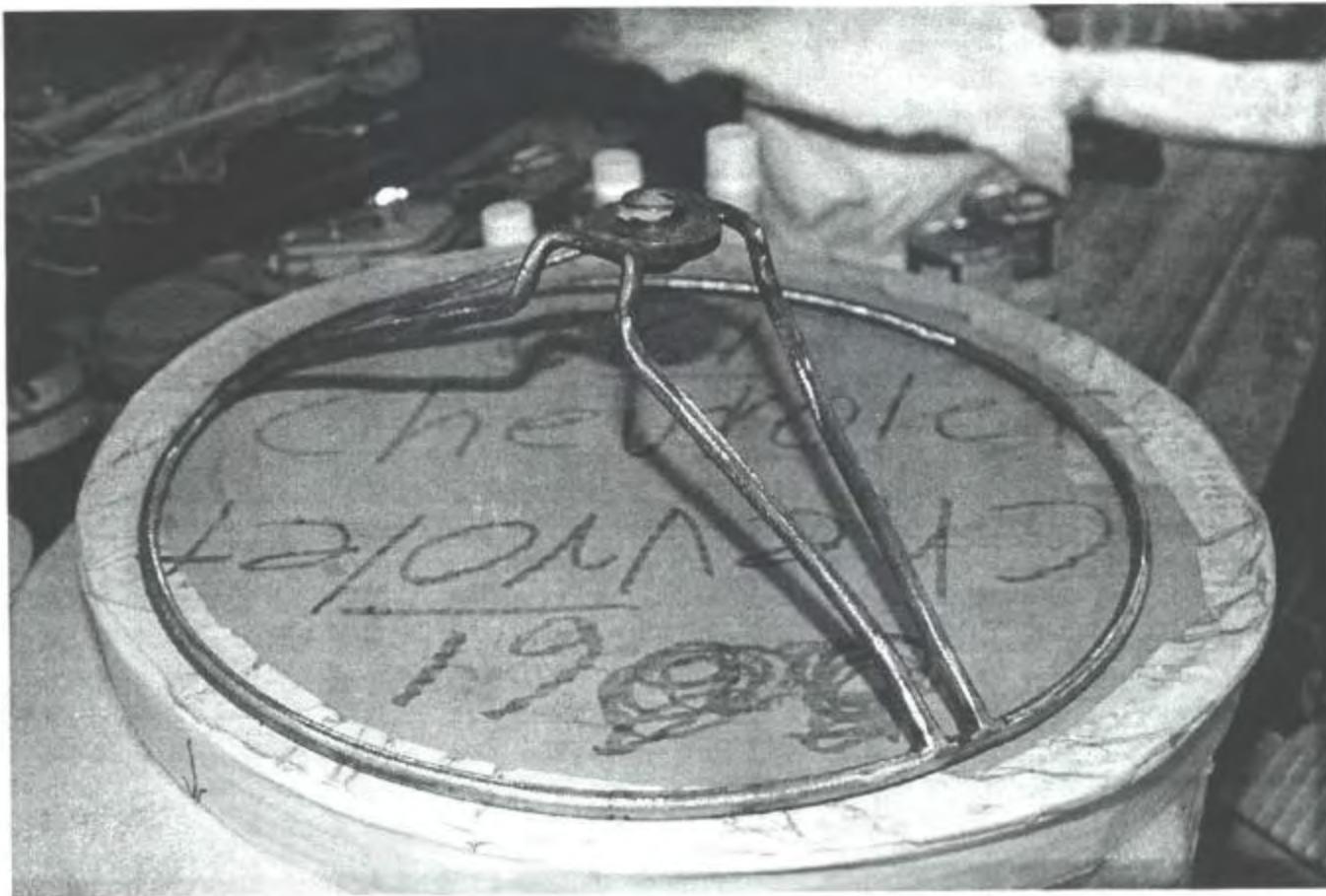
can be marked, even by the wrapping around it so you gotta set it outside and let it outgas for awhile and let it do its thing. Then in about a week or so it's ready to be shipped."

As far as rechroming goes, Donaldson doesn't do it. The company's reputation is based not only on its excellent products, but on Donaldson's own wise words. "Buicks are not Ferraris. There is still a good amount of good-quality cores out there. I see them advertised - so if you can buy a good core for \$75 dollars then what's the point of spending \$300 to restore and rechrome it? You can do either way but I encourage people to find good cores. Cast good cores and be done with it. The chrome faces the dash, if you want to think about it in those terms, unless you think the dash is going to be offended." ■

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Phoenix, AZ 85009
(602) 278-4505



Above: Donaldson's beautiful steering wheel plastic in the can. Below: Donaldson always says to start with a good core like this one.



GRAMPA'S CAR

ONE CAR, SIX GENERATIONS...AND COUNTING!

by Kevin Stilley (#1115) Manhattan, Kansas

My grandfather, Lee Murphy, bought his 1937 Buick Special Model 41 Trunkback Sedan in March of 1941. He traded in a 1928 Buick Coupe that had served him since 1935. The '37 would serve faithfully for twenty years then, after a lengthy retirement, she would become mine.

There were always a lot of cars in Grampa's fleet, and one of them always had the distinction of being the "good" car. Until February 1950, the '37 held that post. During this time, she was only used for special occasions: trips to the state fair in Topeka, Kansas, or to visit Gramma's family in Kelly and Holton; and Sunday drives to Manhattan for ice cream, the movies and other fun.

Because she was the most reliable car he had, she was what my mother, Virginia, got to use for the ten-mile commute to and from Manhattan High School in the late '40s. In February 1950, Grampa bought a 1948 Buick Roadmaster sedan with 7,000 miles on it.

And so the '37 lost her "good car" status. Something had gone wrong with the '37's oil system, so Grampa's brother, Pat, overhauled the engine for him. The '37 then became a workhorse. She gained a trailer hitch and was used for a variety of chores involved with raising cattle, such as hauling hay, pulling a horse trailer and making regular milk deliveries to the creamery in Manhattan.



May Murphy and son Lee's "new" 1937 Buick – March 1941 with Granddaughter Virginia in car.



Virginia (Murphy) Stiller and son Kevin's "renewed" 1937 Buick – Grandson Jeffery in the car – Dec. 1999.

On February 11, 1951, the mercury fell to minus thirty-two °F. The '37 was the only car in Stockdale that would start in those conditions, so she spent the day being used to push other cars to help get them going.

Then following my mother's high school graduation in May 1951, she and Gramma bought a 1948 Chevy to drive to and from Manhattan, where they were both working. As time passed, the '37 was used less and less until she went into retirement in 1961 (at least that was the last time that the license plate was renewed). By that time, Tuttle Creek Reservoir had been constructed,

which inundated the town of Stockdale. Grampa had moved to the Manhattan area, Mom had married, and I was four years old and already car crazy.

From the time I was big enough to know anything, I knew the '37 would be mine some day. Grampa turned down many offers to buy the car so that I would be able to use it when I was old enough. The last time she was started was in 1964 when he drove her to our house in Manhattan for storage in the unused stall in our two-car garage.

Fast forward to Summer, 1972: I'm now fifteen, living with Grampa and Gramma to help out on the farm, and old enough to drive back and forth to high school. My uncle, Harry Britt, came down one Sunday and we pulled the '37 out of the storage.

First, Uncle Harry wanted to pull her up and down the driveway in gear to build up a little oil pressure. He inadvertently turned on the ignition switch and, after about 200 feet of being towed in second gear, the engine fired and came to life!

Uncle Harry called the '37 a few choice names and muttered something under his breath about "no brakes as yet," then shut the engine back off. After filling and bleeding the brake lines, we gave her another try and she started right back up.

I drove the car to and from school for a couple of months. Every week or so, I would find something about the car that showed its age. I finally accepted that I couldn't afford to drive the old girl for daily transportation at this stage of my life. Back in the shed she went. A friend and I would pull it out every fall and spring for the homecoming parade and the prom, respectively. We would fix whatever had malfunctioned on her previous excursion and then drive her for a few days until something new went haywire. We never seemed to mind being stranded or having to push her out of an intersection.

In 1982, I moved away from the Manhattan area, but would still get the '37 Buick out once a year or so on visits home. On Christmas Day, 1985, the water pump more or less exploded, ending her annual exercise runs.

By 1993, I was back in Manhattan for good. I had a little money on hand from an inheritance, and so began bringing "Grampa's Car" back to life. I'm no mechanic, so I acted as a general contractor,

collecting parts and subcontracting the actual work.

First, I had the engine brought up to snuff at Ekart's Motor-In. With a new fuel pump, water pump, carb rebuild, general tune-up, and new belts and hoses, the old girl started on the third crank.

Then I took her next door to Rob Westgate for a complete brake system rebuild, as well as some suspension and front-end work (I didn't do a frame-off restoration, as it didn't seem necessary).

The third stop was with fellow Buick Club members Larry

Gerry and Roland Reichart, at their shop in Topeka. Larry sold me the side-mount fenders, covers and hardware. He and Roland did all of the bodywork, including replacing the glass and sending out what needed re-plating.

The final stop was back in Manhattan, where Steve Hart installed the Hampton Coach interior. There are some details that I can do myself. I haven't used her enough to have all the bugs worked out of the engine, but she's a lot more dependable than she was in high school. In June 2000, I drove it to my twenty-fifth high school reunion, where she was quite a hit.

My nephew loves the old car. He represents the sixth generation of our family to ride in it, because

both Grampa and Gramma's grandparents were living at the time their own grandchildren bought it, so it is more than likely that they were passengers on Sunday rides to visit other relatives. As Buicks never really die, Grampa's car should serve a few more generations to come. □



Still holding on to the title as the "good car."



Indeed!



Technical TIPS

Words of Wisdom

Q & A with Gasoline Alley's Owner Ray Menefee

By Torque Tube Staff
Photos by Mark Jordan (#1297)

Gasoline Alley is an automotive enclave tucked away in Northern California. They specialize in mechanical, brake, transmission clutch and electrical work for all vehicles up to 1957. The 20-year old business is run by local gear-head Ray Menefee, and his knowledge of old vehicles is very extensive. Though Ray attests that his aspirations for hitting the proverbial jackpot the auto industry have been waning, he appreciates the fact that he is booked well into the summer months with repair jobs. Classic car owners amass to his hidden hideaway so that Ray and his crack crew of car jockeys can revive the engines of their beloved vehicles to their former state. And a good number of the cars whose engines are restored are the 1937 and 1938 Buicks. The Torque Tube Staff interviewed Ray and asked him the following questions we thought would be beneficial to our readers.

What do you like about 37-38 Buick Engines?
There is very little that can go wrong with Buick engines, and there is virtually nothing in them that can't be fixed. Buick engine problems are easy to diagnose, which means the engines are very easy to keep running. The straight-8 is one of Buick's finest productions, since they are very straightforward in their mechanics and very easy to work on. In fact, a top of the line Buick would be, as far as engine aesthetics are concerned, in direct competition with that of a Cadillac.



What are some common problems you see when people are rebuilding their carburetors? Many clients believe that rebuilding a carburetor using a NOS carburetor rebuild kit is the answer. But the old carburetor kits have been moldering away on shelves typically for some 30 or 40 odd years. Those old kits don't stand a chance standing up to modern gasoline because of the MTBE, and there are different amounts of alcohol and methanol that may literally eat away at the carburetor seals. Also, I recommend using a diagnostic tool called a vacuum gauge. The device literally assists the mechanic in "tuning into" the carburetor through the intake manifold to test its performance.

It is also absolutely essential that the needle/seat, a device controlled by the float and acts as a kind of doorway for fuel entering and exiting the bowl (and helps regulate the float height), should be in good working order. One of the most common problems that I see with rebuilt carburetors that come into my shop are that people are not aware there are check balls in the bottom of the carburetor. They need to be removed when you clean it. They may be covered in dirt at the bottom. Check balls are located in the accelerator pump and regulate the amount of gas in the accelerator pump. Those balls are many times overlooked.

What can you tell us about the electrical system problems? The biggest problem I see with car owners is that they reverse their electrical polarity. Much of that confusion stems from Buick's arrangement. Not all

6-volt cars are positive ground. Most people seem to think that's the case, and install their battery that way. Most of the 1937 and 1938 Buicks posts are negative ground. When the generator doesn't run, the armature position has reversed polarity. And when the engine starts and the generator comes up to speed, the polarity reverses, and the generator shuts down.

What is it about the 37-38 Buick torque tubes that you like?

There is much to praise about the 1937 and 1938 Buicks. But two of my favorite elements to these cars are the torque tube and the cars' suspension. The torque tube has an enclosed driveline, stabilizes the rear axle, and keeps the transmission firmly in place. The advantage of the torque tube is that it keeps mud, dirt and water away from universal joints and bearings. However, repairing the torque tube means removing the entire rear axle and rear suspension of the car in order to get to the transmission and the clutch, and that can be costly. One of the biggest and most common problems with the torque tube is when the transmission seal leaks and transmission gear oil leaks back into the differential. Not only will the differential become over filled, the transmission will become empty of fluid. Frequently eyeing the car's rear end is incredibly important. The differential should be monitored regularly. Checking the level of fluid in the differential can indicate whether the seal is leaking or not.

What are the differences between the 1937 & 1938 Buick suspensions?

The suspension design was greatly improved on the 1938 Buick as it evolved into an independent coil system from the 1937 Buick leaf spring suspension systems. The 1938's also had fewer suspension components than the 1937's, and are much lighter in weight. The coil springs not only gave the Buick a softer ride (leaf springs rebound more due to friction), but set

the standard for cars of the future: the 1938 coil spring suspension system are similar to what most cars have today.

Do you recommend any additives for the engine? Buick straight-8 engines don't need to be babied, but they do need to be treated with a good deal of respect. Buick engines have survived without hardened valves (especially with the advent of unleaded gasoline). I suggest leaving the valves on the straight-8 alone unless the engine is to be overhauled (which is the biggest and most difficult part of rebuilding straight-8s). Hardened valves can take the whipping modern gasoline doles out. Secondly, I advise against diluting gasoline with lead additives (I call it "snake oil"), but I do recommend a half a cup of Marvel Mystery Oil, which, when added to gas or oil, combats internal motor rust and corrosion, lubricates valves, piston rings, upper cylinder walls, and eliminates valve sticking, keeps rings free and reduces piston and cylinder wear, amongst other things. It also burns easily in the gas without leaving ash and residue that can ultimately harm your engine.

Do you have other recommendations?

Yes. Most importantly, car owners that start their cars once per week and keep them idling in their garages for ten minutes without taking them out onto the street are doing a great disservice to their engines. Simply idling a car for a few minutes a week to keep it healthy is nothing more than an urban myth. When the car engine starts, oil pushes condensation that has formed in the engine throughout the interior of the motor. An engine idling for ten to fifteen minutes will not become hot enough to burn off that condensation. Once the motor is turned off, moisture has collected on many engine components such as bearings and pistons. Gradually, rust can form in those areas and eat away at the engine interior. Driving the car at least ten to twenty miles every other week will burn off that condensation and keep your engine healthy.





Technical TIPS

Wheel Striping & Paint Color Combinations

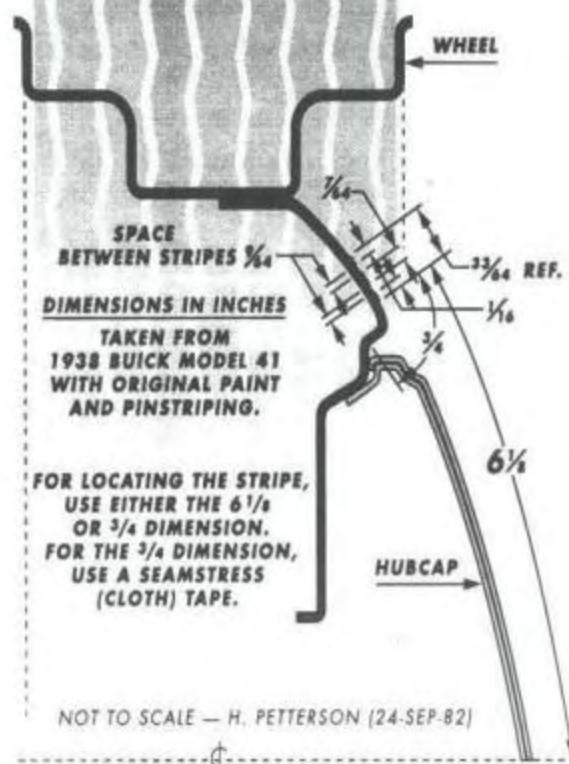
(Reprint of an article by former editor Bill Olson)

Every few months I get a request for information on wheel stripes. The drawing done by Hugh Patterson (#300) shows the exact size and pattern of the stripes. It is not necessary, in my opinion, to get the sizes correct to 1/64" (0.4mm). But one should try to come as close as possible. There are various methods of applying the stripes, all of which are difficult or extremely tedious, or both. It is probably best to seek out a professional (automotive) stiper or sign painter.



1938 BUICK WHEEL PINSTRIPE REFERENCE

(CROSS SECTION)



NOT TO SCALE — H. PETERSON (24-SEP-82)

1937-1938 BUICK PAINT COMBINATION CHART

COMB. NO.	YEAR	BODY UPPER PANEL		BODY LOWER PANEL		WHEELS		STRIPES	DULUX
		COLOR	DUCO	COLOR	DUCO	COLOR	DULUX		
500	1937	IMPERIAL BLACK	2422101	SAME	BLACK	2206	ROI GREY	813768	813768
501	1937	CHANCELLOR BLUE	2421267	SAME	CHANCELLOR BLUE	943805	ROI GREY	813768	813768
502	1937	CORONARY GREEN	24251252	SAME	CORONARY GREEN	943390	ROI GREY	813768	813768
503	1937	SANDRINGHAM MAROON	244450721	SAME	SANDRINGHAM MAROON	822192	ROI GREY	813768	813768
504	1937	SUDAN BLUE	20251367	SAME	SUDAN BLUE	823444	ROI GREY	813768	813768
505	1937	WELLINGTON GREY	20251576	SAME	WELLINGTON GREY	828491	PIMPERNEL SCARLET (OPT.) CARTERET RED	8126222	8126222
506	1937	WINDSOR GREY	20251771	SAME	WINDSOR GREY	82X533	PIMPERNEL SCARLET (OPT.) CARTERET RED	8126222	8126222
507	1937	OTTAWA BLUE	20252234	SAME	OTTAWA BLUE	823804	ROI GREY	982596	982596
508	1937	SAMARRA BEIGE	20252304	SAME	SAMARRA BEIGE	828803	PIMPERNEL SCARLET (OPT.) CARTERET RED	8126222	8126222
509	1937	BENGAL BROWN	2626526	SAME	BENGAL BROWN	823802	PIMPERNEL SCARLET (OPT.) CARTERET RED	8126222	8126222
510	1937	HAMPTON GREY	20261055	SAME	HAMPTON GREY	182-3495	CARTERET RED	982596	982596
511	1937	BALMORAL GREEN	20251872	SAME	BALMORAL GREEN	82-20072	MEDIUM CREAM	931009	931009
512	1937	HAMPTON GREY	20251687	SAME	HAMPTON GREY	182-20205	CARTERET RED	982596	982596
513	1938	REMBRANDT BLACK	242-2122	SAME	BLACK (OPT.) DANTE RED	2206	SILVER	289-4202	289-4202
516	1938	GAINSBOROUGH BLUE	242-51995	SAME	GAINSBOROUGH BLUE (OPT.) DANTE RED	82-20383	SILVER	289-4202	289-4202
517	1938	VAN GOGH GREEN	242-51232	SAME	VAN GOGH GREEN (OPT.) SEVENJAY GREEN	94-20329	SILVER	289-4202	289-4202
518	1938	TITAN MAROON	242-52333	SAME	TITAN MAROON (OPT.) VINCENTNES RED	82-20383	SILVER	289-4202	289-4202
519	1938	BOTTICELLI BLUE	202-51267	SAME	BOTTICELLI BLUE (OPT.) DANTE RED	82-3444	SILVER	289-4202	289-4202
520	1938	WHISTLER GREY	202-52376	SAME	WHISTLER GREY (OPT.) DANTE RED	82-20383	SILVER	289-5166	289-5166
521	1938	HOMER GREY	202-32187	SAME	STANHOPE BLUE (OPT.) DANTE RED	82-20383	SILVER	289-4202	289-4202
522	1938	COROT BEIGE	242-9846	SAME	BUGATTI RED (OPT.) DANTE RED	94-20331	SILVER	289-4202	289-4202
523	1938	VAN DYCK BROWN	202-52258	SAME	VAN DYCK BROWN (OPT.) ORMOND TAN	182-20330	SILVER	289-4202	289-4202
524	1938	RAPHAEL GREEN	202-52373	SAME	(OPT.) VINCENTNES RED SEVENJAY GREEN	94-3970	CREAM	289-52166	289-52166
525	1938	CEZANNE BEIGE	202-53057	SAME	Cezanne BEIGE BUGATTI RED	82-20522	SILVER	289-4202	289-4202
						92-20118	YELLOW (OUTER)	289-53468	289-53468
						182-20593	SILVER	289-4202	289-4202
						(?) 84-20265	SILVER	289-4202	289-4202

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After your ad has appeared once, the Torque Tube will rerun it one more time if you ask. The best way is to e-mail or mail your ad. Include a photograph if you wish. See the masthead on page 1 for Torque Tube's e-mail and postal mailing addresses. If you want to run an ad continuously, inquire about our business ad rates.

Parts FOR SALE

• BUICK BONERY PARTING OUT 1937 & 1938 BUICKS

Many parts available. Please call for full listing.

Ken Schmidt

6970 Stamper Way, Sacramento, CA 95828

Phone: 916-381-5271 Fax: 916-381-0702

E-mail: buickbonery@webtv.net

• N.O.S. 1937 & 1938 PARTS

37 Front lower motor mount	\$15.00
37 40 Transmission front syncro drum	\$40.00
37 40 2nd speed gear	\$45.00
37 40 Trans. Main drive gear	\$45.00
37 40-60 Locking door handle, first type with offset shank	\$35.00ea.
37 40 Pittman arm, cast 263474	\$30.00
37-38 60, 80, 90 Exhaust valve	\$10.00ea.
37-38 40 Intake or exhaust valves, specify	\$10.00ea.
37-38 80 Inner or outer front wheel bearings, specify	\$25.00ea.
37 all, 38 60, 80, 90 Crankshaft pilot bearing	\$10.00
37-38 40 U-joint torque ball bushing	\$30.00
37-38 40 Transmission 2nd & 3rd speed shifter yoke	\$15.00
37-38 40, 60, Front pinion bearing	\$25.00
37-38 40, 60, Pittman shaft bushings	\$15.00 pair
37-38 Headlight dimmer switch, N.O.R.S	\$10.00ea.
37-38 60, 80, 90, Transmission rear bearing	\$25.00
37-38 40, 60, Front shock absorbers	\$250.00 pair
37-38 40, 60 Intermediate steering arm bearing kit, N.O.R.S	\$30.00
37-38 40, 60 Right steering knuckle support	\$25.00
37-38 40, 60 Left, right steering knuckle w/bushings, specify	\$40.00ea.
37 all, 38 80, 90, Right, left outer tie rod ends, specify, N.O.R.S	\$25.00
37-38 40, 60 Upper outer, lower outer suspension pivot pin kits, N.O.R.S	\$25.00ea.
38 60, 80, 90, Transmission main drive gear	\$60.00
38 40 2nd and 3rd speed syncro drum	\$40.00
38 80, 90 Pittman arm, cast #264302	\$30.00
38 40, 60 Rear wheel cylinders, new stock	\$70.00 pair

All parts N.O.S. except as noted. Add 15% for postage.

Bob Graves (#1136)

56 Dartmouth St., Lynn, MA 01904 (781) 593-9534

• PARTING 37/38 BUICKS

Just a small portion of what's available, please call or write for more information.

• 1937 PARTS

37 Auxillary speaker	\$75.00
37 Master heater	\$75.00
37 Coupe & Conv. front seat	\$200.00
37 Rims-Specials & Roadmasters	\$75.00ea.
37 Tail lights	\$100.00 pair
37 SS carb. No choke parts	\$75.00

• 1938 PARTS

'38 Owners manual, very nice	\$35.00
NOS Starter solenoid	\$100.00
Large series timing chain cover, new stylew/replacement seals	\$50.00
Large series water pumps	\$65.00
38 Roadmaster rear end-low mileage	\$300.00
38 Tail lights	\$125.00 pair
38 Century side mounts complete	\$3,000.00
38 Defroster ducts	\$25 pair
38 Large series carb. complete	\$250.00

• 1937 & 1938 PARTS

Headlight lenses	\$125.00 pair
Roadmaster & limited rear motor mounts, new steel rubber	\$75.00 pair
Front fender lights	\$100.00 pair
Special running boards	\$200.00 pair
Century running boards	\$300.00 pair
Large series transmissions	\$300.00
Radios	\$200.00
Headlight switches	\$25.00
Starters & generators	\$75.00 & \$100.00
Vent windows	\$50.00 ea.
Small series air cleaners	\$75.00

• 1941 PARTS

Small series dual-carb manifold with carbs. No cracks & working heat risers	\$350.00
<i>Dave Tacheny (#997)</i>	
<i>11949 Oregon Ave. N</i>	
<i>Champlin, MN 55316</i>	
<i>(763) 427-3460</i>	

• 1937 PARTS SPECIAL MODEL 41

Torque Tube	\$100.00
Differential Gears	\$125.00
Axles	\$75.00
Engine Pans (pair)	\$60.00
Front Brake Drums	\$35.00 ea.
Rear Brake Drums	\$30.00 ea.
Used Brake Shoes (good)	\$30.00 set
Radiator (good core needs minor repair)	\$100.00
Dash (needs minor repair)	\$75.00
Garnish Mouldings (4 doors) (windows)	Call

Rims 16" (3)	\$50.00 ea.
Oil Pan	\$25.00
Lifter Cover	\$25.00
Lifter Assembly	\$40.00
Hood Irons (3 piece)	\$20.00
Headlight Bucket (Left)	\$25.00
Brake Backer Plates	\$20.00 ea.
Transmission (will not ship)	\$125.00
Block (will not ship)	\$100.00
Head (will not ship)	\$75.00
Crank (will not ship)	\$50.00
Nose Assembly (will not ship)	\$125.00
Steering Column	\$75.00
Hubcaps (4) Good (set only)	\$80.00
Interior Door Handles (Call)	\$15.00 ea.
Front Wheel Bearings (2 sets) (used) (v.g.)	\$40.00
Shop Manual (g-v.g.)	\$35.00
Radio Manual (copy)	\$3.00
Miscellaneous Literature: Owners Service Policy, Battery Guarantee Card	
Good Housekeeping Pamphlet, Electric Clock Tag	
Instruction Sheet on Headlight Conversion	\$30.00 all
Paint Chips (v.g.) Set of : Dupont, Sherwin Williams, Xerox of Acme	
Xerox of Murphy, Xerox of R-M	\$50.00 or b.o.
Collection of Original Advertisements – 16 different ads	\$50.00 or b.o.

*Having sold my '37 Special, I have many more parts than are listed here.
Call if you need anything, I will deal with you.*

Jerry Root (#422)
71 S. Pollard Dr.
Fulton, NY 13069
(315) 598-2319
buickboy@twcny.rr.com

• 1938 PARTS

1938 Buck Century Front Fenders. Excellent condition, Black and Perfect.	
Replacing my fenders with a pair of sidemount fenders.	\$1,500.00 plus S&H
Exhaust Manifolds. These manifolds are interchangeable right or left.	
(2) 1953-55 Right manifolds are in very good condition.	\$65.00 ea.
Set 1956 322 manifolds, excellent condition	\$200.00 pr. Plus S&H.
Cylinder Head, 320 Straight eight, excellent cond., ready to rebuild.	\$95.00 Plus S&H.

Lloyd Ikerd (#1612)
949-640-8200

Parts WANTED

WANTED:

'38 plain front fenders.

Looking for non-welled fenders in good shape with no metal tears, small dents OK.

Close to San Francisco area if possible.

Don Micheletti (#250)

(650) 3240-339 — or — E-mail: donmicheletti@cs.com

WANTED:

By English enthusiast. Rumble seat lid for 1937 Buick 40 or 60 series, convertible or sport coupe. Any Pontiac, Cadillac or Oldsmobile will do.

Some rust repair will be acceptable.

I will pay for all shipping to a friend's house in the US.

Please call collect to England.

Telephone: 011-44-1454-313467 ask for Gerry.

WANTED:

1938 Buick Limited Trunk Hinges

Verne Critchfield (#1624)

(540) 338-7970

WANTED:

1938 Buick Century (320 engine) Radiator

also:

FOR SALE/TRADE

'37 320 cu. in. engine parts.

Block is not well, but crank, camshaft, head, fuel pump, etc. quite useable. Any reasonable offer. Just wondering if someone might be able to make use of these pieces.

Malcolm Fischer (#1746)

Phone: (403) 742-1663 Alberta, Canada — or — E-mail: sandguys@telus.net

WANTED:

1937 Century/Roadmaster

Air Cleaner for 320 Cubic Inch engine.

Kermit Houser (#1658)

lkhouser@cvc.net OR (541) 273-5912

WANTED:

Pair of 1938 Century wheels (15")

Lloyd Ikerd (#1612)

949-640-8200

Cars

FOR SALE

FOR SALE:

1938 BUICK SPECIAL

Series 40 Model 48 2-door sedan.

The color is blue
(close to the original Bottecelli Blue).

The car has approximately
106,000 miles on it.

The engine runs very well
(good oil pressure and mechanics)
as does the whole power train.

Original tan mohair.

The body sheet metal and frame
are in very good condition, having been
gone over before I purchased the car.

The chrome is also in very good
to excellent condition throughout.
The heater is the standard one and the
radio is the deluxe one with a speaker
under the driver's side. Everything works.
The car is an excellent driver all around.
The wiring on the car has not been replaced
and is generally in very good condition.
The carburetor is a Marvel with the choke/
ignition original equipment still intact.

It may be able to be rebuilt
and made operational again.

\$10,500.00

George Toth
3617 Silver Sands Dr.
Waterford, Mi 48329

FOR SALE:

FOR SALE 1938 BUICK CENTURY OPERA COUPE

All original, motor rebuilt with less
than 600 miles, new red mohair interior,
gorgeous black paint, chrome is good,
new grille, drive anywhere.

\$20,000.00 obo

mimefielder@setel.com

FOR SALE: "BERTIE"

1938 BUICK SPECIAL SALOON

Bertie Buick sadly for sale after
10 year ownership. Body no: 43.
Has just been completely re-wired
and had new dynamo
and starter motor fitted.

All new hydraulics
and clutch fitted in last 18 months.

Colour - Aubergine
with "original interior."

Bodywork in good order and
mechanically sound.
78,000 miles on clock.

Has just completed a tour of France
through the Normandy landing beaches.
Runs as sweet as a nut!

£9,000.00 ono.

Contact
Geoffrey & Gilly Stafford-Nelson
Alvaston, 2 The Close,
Rue du Craslin, Sandybrook,
St Peter, Jersey,
Channel Islands, U.K.
Tel : 011-44-1534-509619 evenings.



Cars FOR SALE

FOR SALE:

1937 BUICK SPECIAL

Restored 1937 Buick. My brother and I are in the process of liquidating my grandfather's estate and are looking for a buyer for this car. The car is in Birmingham Alabama.

Dave Sanders
985-871-7431



FOR SALE:

1938 BUICK SPECIAL COUPE

Glenn Basore
(818) 576-4778 work
(661) 295-5761 Home



FOR SALE:

1938 BUICK

1938 Buick in Argentina for sale.

Please email
for more information.
carlosbuick@yahoo.com.ar

Cars WANTED

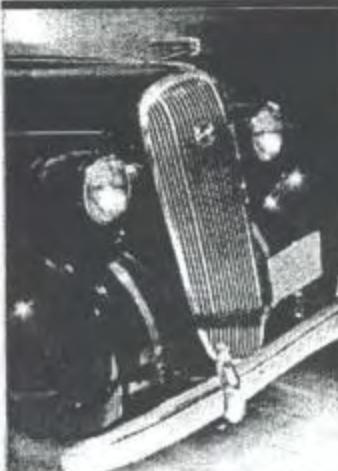
CAR WANTED:

1938 BUICK

I am looking for a 1938 Buick
(or similar) four door sedan that looks fairly
original with modern engine and drive train.

Do you know of any for sale?

Ken Williams
Swansea, IL
618 277 5343



THE 1936 BUICK STORY

Right and Ready

This book is the complete story of the breakthrough model year that put Buick firmly back into the marketplace as a major player and set the stage for all the other dynamic Buicks that would follow it up to WW II.

TOTAL COST: just \$30 per book (includes priority postage)

Indepth and exact, follow the new '36 Buick as it comes to market in an America shaking off the shackles of the Depression and read about how its popularity continued to increase as the model year progressed. Included are over 50 '36 Buick ads, details on the hot new Century, the Buick built for a King, opening of GM's South Gate assembly facility, Buick and Hollywood, highways of '36, complete specs and much, much more.

TO ORDER:

Send check or money order
for \$30 (per book),
made payable to
"Walter Bruegger"

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